

# PUBLIC HEARING REPORT

## D: South Braeswood Boulevard

**APPLICANT:** Vernon G. Henry & Associates

**LAMBERT:** 5319

**JURISDICTION:** City of Houston

**PRECINCT:** Harris County Pct. 7

**DISTRICT:** K

### PROPOSAL:

Vernon G. Henry & Associates, on behalf of Yellowstone Development, is requesting the reclassification a section of right-of-way on South Braeswood Boulevard in the southwest region of Houston inside loop 610. The request is to reclassify South Braeswood Boulevard from T-4-120 to T-4-80 between the Southern Pacific Railroad and Stella Link Road.

### APPLICANT'S JUSTIFICATION and HISTORY:

The current T-4-120 designation of South Braeswood Boulevard does not correspond with the traffic volume and overall needs of the developments abutting the right of way and, therefore, should be reduced to T-4-80. This section of South Braeswood Boulevard is about a half mile long between the Southern Pacific Railroad and Stella Link Road. Near the railroad crossing on the western edge of this section, the right of way width is approximately 200' due to the wide median and alignment of eastbound/westbound paving sections. Further east, the ROW gets narrower and is about 75' in width near the intersection of Stella Link Road.

At its widest on the western segment of this section, the median is approximately 140' wide and then tapers down gradually until there is no median near the Stella Link intersection. As long as the 120' width requirement remains a part of the MTP, adjacent owners where the existing width is less than 120' will be required to dedicate half the deficiency on their side; this will diminish the usable property and lessen the tax rolls and the additional right-of-way will not be used. There is limited area for development and it is poor public policy to require land that will not be used. On the north side, in particular, the adjacent land is limited by the proximity of Braes Bayou. The right of way between the Southern Pacific Railroad and Linkwood Drive is well over the current required width and will remain as City right-of-way, but reducing the requirement will preclude any new development near the Stella Link intersection from dedicating right of way that serves no purpose. The paving section of South Braeswood already tapers down near the Stella Link intersection to match the paving section east of Stella Link.

East of Stella Link Road, South Braeswood Boulevard is classified as T-4-80, which seems to be more appropriate for the traffic volume. It is understood that the width classifications were provided by the Texas A&M Texas Transportation Institute when the hierarchy tables were originally prepared in 1995. The widths in this study were not individually verified or checked by city staff. This is a chronological list of traffic volumes for this section of South Braeswood Boulevard:

- 1963: 6,100 (West of Buffalo Speedway)
- 1971: 7,091 (West of Buffalo Speedway)
- 1975: 9,887 (West of Buffalo Speedway)
- 1981: 12,320 (West of Buffalo Speedway)
- 1985: 13,689 (West of Buffalo Speedway)
- 1990: 14,139 (East of SPRR)
- 1993: 16,674 (East of SPRR)
- 1999: 10,876 (between Stella Link and SPRR)

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- 2007: 8,835 (between Stella Link and SPRR)
  - 2015: 8,037 (between Stella Link and SPRR)
- (Source: City of Houston Public Works and Engineering)

## STAFF ANALYSIS

### Population & Employment Projections

A demographic analysis using the Houston-Galveston Area Council (HGAC) projections was conducted for the MTFP amendment proposal area. According to the HGAC data,

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2015	6,347	8.4		1,883	2.5	
2020	6,394	8.4	0.7%	1,913	2.5	1.6%
2025	6,759	8.9	5.7%	1,918	2.5	0.3%
2030	6,818	9.0	0.9%	2,049	2.7	6.8%
2035	6,470	8.5	-5.1%	2,049	2.7	0.0%
2040	7,338	9.7	13.4%	2,049	2.7	0.0%
2045	8,225	10.8	12.1%	2,045	2.7	-0.2%
Change (2015 to 2045)	1,878	2.5	29.6%	162	0.2	8.6%
COH change (2015 to 2045)	872,669	1.7	38.7%	507,094	1.0	30.4%
COH ETJ change (2015 to 2045)	1,206,503	1.6	55.3%	512,135	0.7	77.4%

Source: 2015-2040 Demographic Projections by H-GAC released in 2017

Data represents population, jobs, and households in 3 Traffic Analysis Zones (TAZ) encompassing approximately 760 acres around the proposed amendment.

### Land Use and Platting Activity

Immediately surrounding the amendment request is multifamily and commercial uses and single-family homes behind. West of the railroad is a wastewater treatment plant, synagogue, single family homes and multifamily complexes near I-610. East of Stella Link is predominately single family.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
BRAZOS PRESBYTERIAN HOMES	7/25/2013	Unrestricted Reserve	8.28	0
BRAESWOOD STELLA	9/27/2018	Unrestricted Reserve	4.06	2
Braeswood Stella	3/14/2019	Unrestricted Reserve	1.03	1

### Right of Way (ROW) Status

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South Braeswood, west of Stella Link Road, is classified as a thoroughfare with 4 lanes and 120 feet of right-of-way. Currently, existing pavement widths are between 44-60 feet with an esplanade increasing in width going west to the South Pacific Railroad, up to approximately 135 feet.

## Spacing

